



# CORVAIR RACER UPDATE

JULY 4, 2016

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## FROM RICK NORRIS' CORVAIR ALLEY

**CORVAIR ALLEY**  
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You may have noticed there was no Racer Update last week (number 34) We have been on vacation the past week at Myrtle Beach so I have combined Update No. 34 with the current Number 35. It's old news with new news as it were. The beach was great!

There will be one more issue before we leave for Road America and the 50<sup>th</sup> Yenka Stinger Reunion during the WIC so if there is anything you want to submit do it now.

Glad to see Cary Eisenlohr is on the entry list all the way from California. We will make him welcome. With Jon Whitley having to cancel that makes 13 of us signed up for the big event. At this point there are nine of us in Vintage D Production out of a total of sixteen. That's better than half the field! It should be fun.

I assume we are all in the race shop working our hoofies to the bone trying to do all those things we thought of several months ago but kept putting off until the last minute. For once I am not quite in that predicament but I have no backup engine at the moment.



*Corvair Racer Update* is published by the Performance Corvair Group (PCG). We accept articles of interest to Corvair owners who are interested in extracting high performance from their classic Corvair cars and trucks. Classified advertising is available free of charge to all persons. Commercial advertising is also available on a fee basis. For details, email our club President. Email address shown in the Officers section on the back page of this newsletter.

PCG is one of the many regional chapters of the Corvair Society of America (CORSA), a non-profit organization that was incorporated to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Chevrolet Corvair. Membership is free of charge. To join, please use the handy form on our website: [www.corvair.org/chapters/pcg](http://www.corvair.org/chapters/pcg).

**Michael LeVeque sez:**

Report from Indianapolis Motor Speedway, June 15-19, 2016

My fuel pump failed in the first practice, replaced it and went out again just to have the clutch begin slipping. We pulled the engine and found oil all over the clutch. We replaced the crank seal and again returned to the track only to have it slip again. It was time to swap out the engine. I went out once more and qualified 6th overall. This was going to be a challenge as the cars in front of me were a lot faster.

The smaller cars such as a Ginetta, Dart, Marcus and a Spec Racer Ford were faster in the straights but the Stinger handles the corners better. Thankfully, there are a lot of corners at IMS!



In Saturday's race I was able to move up to 2nd overall. During Sunday's race I was able to keep my 2nd place position.

Being a Hoosier (Indiana boy) and driving my race car at IMS means more to me than most. Driving down pit road, crossing the yard of bricks at the start/finish under the checkered flag, my car sitting on the checker board in the winner's circle, standing on the world's most famous podium and drinking milk are what dreams are made of.

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**Jon Whitley sez:**

Regretfully I must cancel my registration for the upcoming WIC July 14-17. I'd been looking forward to this event for several months and really wanted to help the group set a record for number of Corvairs. Nearly every available free moment I've had for the past several weekends has gone toward rebuilding my engine after it ingested that screw.

The heads have been completed but I'm still waiting for the machine shop to finish with the crankshaft and rods. In the meantime, the rebuild has ground to a halt. Yesterday I finally accepted the fact that I won't be able to get it back together and tested before leaving for the WIC and therefore I must bail out.

*(Continued on page 3)*

Since I've already taken the week off from work I plan to be there as a spectator and maybe, at the least, do a lunchtime track tour in my Z06 while I'm there. I am available to help the group in any way I can - just ask. Travel safely and good luck to all next month.

Here's a proof of the dash plaques for the drivers. They are 3 x 4 on brushed aluminum. Bob Dunahugh is having them made. They will be available at the track.



**Seth sez:**

Well - I will not have a car at Road America. Although my car would be fun, it isn't really prepped for that. (Neither am I, license wise). But - I will be there, and I will be there to support the racers. Since I am now selling my ignition products, especially for the racers, as Stinger Ignition Products, (trademark in process), I have now produced a new decal for the line of products. This includes the Distributors, the wires, and my new ignition coils. This is what the decal looks like:



If you are racing a Corvaair/Stinger on the track at the Road America reunion and using any of my products, including wires and/or distributor, put one of these stickers on each side of your car in a prominent place, and I will write you a check at the track for \$50.

You don't have to win the race! But you have to qualify, or, at least, try to qualify. And you have to send me a photo of your car with the stickers on it. Quality digital photo is preferred.

I have these stickers in my hand. If you are entering the race and want to do this, email me with a good regular mailing address, and I will send you a pair of them right now!

I realize that this is not some big oil company deal. But it is what I can do, besides showing up with some tools and test equipment at the track. And \$50 will buy your crew some beer! See you there!

I will also be at the Corvaire Convention in Springfield, Tuesday-Thursday. Email to [sethracer@aol.com](mailto:sethracer@aol.com)

Silicone Wire Systems – Performance Corvaire – Stinger Ignition Products

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### **Jim Schardt sez:**

Crank broke though 90%. Everything else looks ok.

What's wrong with this picture? Jim made one lap and this happened last week end at the SVRA Vintage Grand Prix at Mid-Ohio Sports Car Course. As our cars age even more we can expect more of this. These cranks are being asked to do things they were never designed for.



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### **Spence Shepard sez:**

We got the dyno working at the shop and I put the car on it Friday with the "old" engine to get a baseline. It ran better than I expected and I should be able to use it if I have trouble with the engine I'm putting together. I was using a stock transmission while I rebuilt my double close box with a 3.55 diff.

Yesterday I installed the double close with a 3.27 diff and put back the old engine so I can check out the transmission and diff on the dyno. I was going to do that last night but I ran out of time and energy. I'll check it out first thing in the morning and continue putting the engine together.

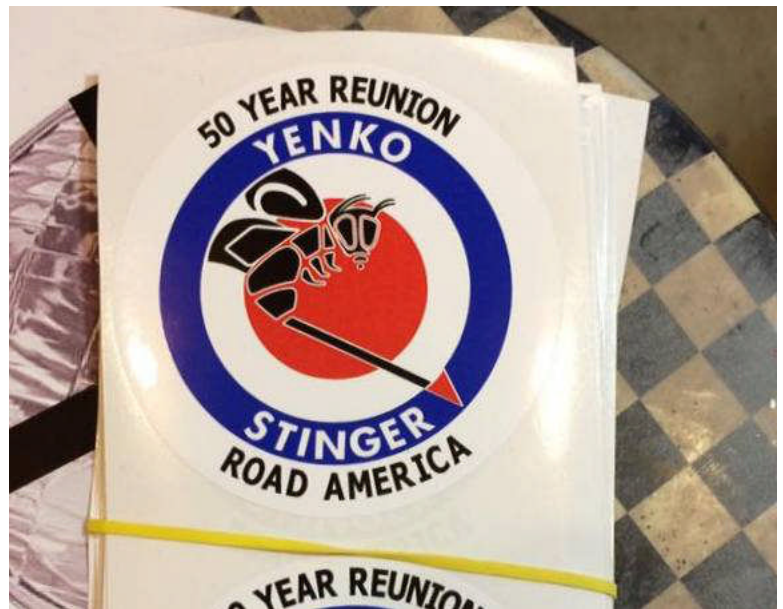
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I hope to get it running and in by Tuesday or Wednesday at the latest. That should give me time to select the best combination and do a little "tuning". I'm not sure how much spare parts I'll take with me. I really can't see me replacing the engine and certainly not the transmission or diff. I'm getting lazy in my old age!

I may bring an engine to make it less likely I'll need it and I may need some parts from it.

Is anyone planning on going to Springfield on Wednesday? It looks like it's about 12 hours from here and 5 more to the track. I plan on leaving early Tuesday and it could be possible to spend a few hours at the Convention. Giannotti isn't coming with me. Since he won't be with me I'll have an extra Crew pass and bed in Sheboygan.

**Michael LeVeque sez:** I had these decals made up for all entrants at Road America, two for each car. There are a few extras that will be for sale.



**Logan Dernoshhek sez:** Mid-Ohio Sports Car Course, SVRA Vintage GP

Race No.1, Saturday 25th. We had a good day (Sat. 25th) at the track. Finished 6th overall in our run group of 36 (groups 1 & 3) and won D Production (6 cars).Race No.2, Sunday 26th. We started 4th finished 4th overall, 1st in DP. Good weekend. See y'all at Pitt Race for the PVGP races.



**Latest Paid Driver Entry List as of 6-27-2016: Go here for the latest entry lists:**

[http://www.roadamerica.com/media/wysiwyg/Entry\\_List\\_by\\_ALPHA\\_6-27-2016.pdf](http://www.roadamerica.com/media/wysiwyg/Entry_List_by_ALPHA_6-27-2016.pdf)



1. **David Clemens** #24, 1966 Corvair, Grp 8, HRS



2. **Bob Coffin** #48, 1966 Corvair Corsa, Grp 2, VDP



3. **Carrie Isenlohr** #66, 1966 Corvair Monza, Grp 2 VDP (pending)



4. **Chris Langley** #99, 1966 Yenko Stinger, Grp 2, VDP



5. **Norm Latulippe** #41, 1966 Yenko Stinger, Grp 2, VDP



6. **Michael LeVeque** #2, 1966 Yenko Stinger, Grp8, HRS



7. **Mike Levine** #4, 1965 Crown Mid-engine V8 Corvair, Grp 6, HGTO



8. **Rick Norris** #36, 1965 Corvair 500, Grp 2, VDP



9. **James Reeve** #51, 1966 Yenko Stinger, Grp 8,HRS



10. **Chuck Sadek** #73, 1966 Yenko Stinger, Grp 2, VDP



11. **Jim Schardt** #7, 1966 Yenko Stinger, Grp 2, VDP



12. **Spence Shepard** #66, 1966, Grp 2, VDP



13. **Bob Storck** #35, 1965 Yenko Stinger, Grp 2, VDP

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